185 454 No details are given concerning capacity, except in a few isolated cases. On the basis of eyewitness accounts, some of the reconstructed works, notably the Ganz electrical engineering plant in Budapest, greatly exceeded the old plant in capacity.

Transport and Communications

185 481 In transport and communications, the aim of the plan was the rehabilitation of the transport system which suffered very heavy damage in the war. Costs were budgeted at 676 million forints. The capacity of the transport system, about 75 percent of prewar when the plan was launched, was to reach, and in some cases even exceed, the prewar capacity.

The main items listed in the blueprint were the following:

[496] Railways: the reconditioning of the principal railway lines; some extension of the double track system; the reconstruction of the single, electrified line (Budapest-Vienna); the starting of electrification of another line (Budapest-Hatvan, connecting an iron and coal district with Budapest); the reconstruction of five of the principal and all the smaller bridges which had been destroyed; and the rebuilding of the railway yards and stations damaged in the war.

[504] Shipping: the refloating and reconditioning of river boats, improving harbor installations, enlargement of the central harbor in Csepel, and the construction of two canals (Sio and Danube-Theiss).

[411] Roads: completion of the repairs of war-damaged roads, that is, the reconstruction of about 20 percent of the arterial highways and about 40 percent of the primary and secondary roads; the construction of 225 km. of new arterial highways and 1,400 km. of primary and secondary roads; the rebuilding of most of the destroyed highway bridges.

[509] Air transport: construction near Budapest of a large airfield meeting modern requirements and capable of receiving the largest planes now in use.[34]

[206] Telephone, telegraph, and wireless communications: the rehabilitation of the still deficient telephone and telegraph systems; the reconstruction of a 135 KW transmitting station (Budapest); the construction of another 135 KW transmitting station (Szolnok); and a third short-wave transmitting station of unknown capacity (Diosd).

34. Work on the airfield in Ferihegy near Budapest was started during the war, but it was badly damaged before completion. It was used as a Russian military airfield after the war.

1 [The Three Year Plan of 1947-1949—Analyst]